

# STOCKS, GRAIN, COTTON

STOCK MARKET  
EXTREMELY DULL

Lack of Animation in Operations  
Was Conspicuous Feature  
of the Day.

DEALING IS PROFESSIONAL

Large Proportion of Meagre  
Total of Sales Result of Last  
Hour's Business.

NEW YORK, April 16.—The conspicuous feature of the stock market to-day was the extreme dullness into which it fell. The downward tendency of the last few days was checked and some recovery ensued. The consequence, however, was a condition bordering on stagnation. The demand which put up prices was attributed largely to account of the bear operators which have been attacking the market recently. That their buying received some small attention from outside sources is amply attested by the small figure of the aggregate sales for the day. A large proportion of the aggregate total was done in the last hour of the session, when the rush to cover by the shorts gained considerable animation, making a buoyant closing. There was slight reaction in the outside events in the movements of prices. The Harriman, the Hills and Reading made up the overwhelming proportion of the day's dealing. United States Steel was also dealt in the customary proportion to its huge share bulk. The reaction late in the day gave the usual indication of a liquidated market. Money on call continued easy in spite of some further large syndicate transactions. Subsequent operations continued to yield liberal amounts to the banks, the gain on that account having reached over \$3,000,000 since last bank opening. Another large debit by the government institution at the clearing house to-day.

The weekly crop bulletin of the Weather Bureau confirmed some of the reports of unfavorable conditions which were a factor in depressing stocks yesterday, but it was without effect on the firmer tone of to-day's market. Much of the day's gains were made in the volatile upshot of prices with which the market closed. Bonds were irregular. Total sales for the day, \$1,012,000. United States bonds were unchanged on call. Total sales to-day, \$51,200 shares.

NEW YORK, April 16.—Money on call easy. 2 1/2-3 per cent. ruling rate. Closing bid 1 1/2-2 per cent. Prime time steady; firmer; sixty days, 3 1/2-4 per cent. and 90 days, 4 1/2-5 per cent. 6 per cent. Prime mercantile paper, 6 per cent. steady. Exchange on London, 104 1/2-105 1/2. Gold, 104 1/2-105 1/2. Silver, 104 1/2-105 1/2. Mexican dollars, 50.

## RICHMOND STOCK MARKET.

Richmond, Va., April 16, 1907.  
SALES AT BOARD.  
Virginia 38-500 at 92 1/2; 500 at 92 1/2.  
Virginia Central 2,000 at 92 1/2; 1,500 at 92 1/2.

Bank of Richmond—22 at 130.  
STATE SECURITIES. Bid. Asked.  
North Carolina 4 1/2, 1910, 101 1/2  
North Carolina 4 1/2, 1913, 101 1/2  
Va. 4 1/2, 1910, 101 1/2  
Va. 4 1/2, 1913, 101 1/2

CITY SECURITIES.  
Richmond City 4 1/2, 1910, 101 1/2  
Richmond City 4 1/2, 1913, 101 1/2

RAILROAD BONDS.  
A. C. L. R. R. Co. 4 1/2, 1910, 101 1/2  
Ga. Car. and N. R. Co. 4 1/2, 1910, 101 1/2  
Ga. Car. and N. R. Co. 4 1/2, 1913, 101 1/2  
Va. Car. and N. R. Co. 4 1/2, 1910, 101 1/2  
Va. Car. and N. R. Co. 4 1/2, 1913, 101 1/2

STREET RAILWAY BONDS.  
Richmond St. Ry. Co. 4 1/2, 1910, 101 1/2  
Richmond St. Ry. Co. 4 1/2, 1913, 101 1/2

BANK AND TRUST CO. STOCKS.  
American National, 100 1/2  
Broad Street, 100 1/2  
City, 100 1/2  
Federal Reserve Bank, 100 1/2  
First National Bank, 100 1/2  
Richmond Bank, 100 1/2  
Trust Company, 100 1/2

MISCELLANEOUS.  
Va. Car. Chem. Ind. 8 1/2, 100 1/2  
Va. Car. Chem. Ind. 8 1/2, 100 1/2  
Va. Car. Chem. Ind. 8 1/2, 100 1/2

BALTIMORE STOCK MARKET.  
BALTIMORE, MD., April 16.—Seaboard Air Line, common and preferred—Nothing doing.

COTTON MARKETS.  
NEW YORK, April 16.—The cotton market was quite active during to-day's session, and after an early break ruled generally firm with the close very steady, but unchanged to 7 points higher, near months showing the greatest gains. The opening was steady at unchanged prices to a decline of 1/2 point. May showing the maximum loss on the first sales in response to lower cables. But there came a sharp demand for the month, which rallied that position to last night's closing price, and this checked further declines in spite of the more favorable weather reports from the South and the reactionary tendency of English futures. Later the market eased off, owing to a report of heavy rain in the Southwest and somewhat heavier rain for to-morrow's receipts, but after selling at a net decline of 7 1/2 points was rallied in the afternoon by a report of a heavy weather report, large exports and continued firmness of the Southern spot markets. The close was with a point or two of the hour. Exports were about 25,000 bales larger than the port receipts, and Southern spot markets were unchanged to higher. The weather map showed light showers or rains over the Eastern and Central belts, and temperatures were generally higher. The weather report fully confirmed the daily reports of unseasonable conditions, and reports that rain will be necessary to become more numerous.

Receipts at the ports to-day were 15,500 bales against 14,000 bales the previous day. For the week 95,000 bales against 100,000 bales the previous week. To-day's receipts at New Orleans 1,000 bales against 1,200 bales the previous day.

CHICAGO GRAIN MARKET.  
CHICAGO, April 16.—Reports of rain and snow to Kansas caused a general selling to-day in the wheat market, and brought about a decline of about 1/2 cent. in the close. May wheat was down 1/2 cent. Corn was off 1/2 cent. Oats were down 1/2 cent. Provisions were 1/2 cent. lower.

WHEAT—  
May, 1907, 75 1/2  
July, 1907, 75 1/2  
Sept., 1907, 75 1/2  
Nov., 1907, 75 1/2  
Dec., 1907, 75 1/2  
Jan., 1908, 75 1/2  
Feb., 1908, 75 1/2  
Mar., 1908, 75 1/2

CORN—  
May, 1907, 47 1/2  
July, 1907, 47 1/2  
Sept., 1907, 47 1/2  
Nov., 1907, 47 1/2  
Dec., 1907, 47 1/2  
Jan., 1908, 47 1/2  
Feb., 1908, 47 1/2  
Mar., 1908, 47 1/2

OATS—  
May, 1907, 41 1/2  
July, 1907, 41 1/2  
Sept., 1907, 41 1/2  
Nov., 1907, 41 1/2  
Dec., 1907, 41 1/2  
Jan., 1908, 41 1/2  
Feb., 1908, 41 1/2  
Mar., 1908, 41 1/2

MEAT—  
May, 1907, 16 1/2  
July, 1907, 16 1/2  
Sept., 1907, 16 1/2  
Nov., 1907, 16 1/2  
Dec., 1907, 16 1/2  
Jan., 1908, 16 1/2  
Feb., 1908, 16 1/2  
Mar., 1908, 16 1/2

BAKED—  
May, 1907, 8 1/2  
July, 1907, 8 1/2  
Sept., 1907, 8 1/2  
Nov., 1907, 8 1/2  
Dec., 1907, 8 1/2  
Jan., 1908, 8 1/2  
Feb., 1908, 8 1/2  
Mar., 1908, 8 1/2

BEANS—  
May, 1907, 12 1/2  
July, 1907, 12 1/2  
Sept., 1907, 12 1/2  
Nov., 1907, 12 1/2  
Dec., 1907, 12 1/2  
Jan., 1908, 12 1/2  
Feb., 1908, 12 1/2  
Mar., 1908, 12 1/2

PEAS—  
May, 1907, 11 1/2  
July, 1907, 11 1/2  
Sept., 1907, 11 1/2  
Nov., 1907, 11 1/2  
Dec., 1907, 11 1/2  
Jan., 1908, 11 1/2  
Feb., 1908, 11 1/2  
Mar., 1908, 11 1/2

WHEAT—  
May, 1907, 75 1/2  
July, 1907, 75 1/2  
Sept., 1907, 75 1/2  
Nov., 1907, 75 1/2  
Dec., 1907, 75 1/2  
Jan., 1908, 75 1/2  
Feb., 1908, 75 1/2  
Mar., 1908, 75 1/2

CORN—  
May, 1907, 47 1/2  
July, 1907, 47 1/2  
Sept., 1907, 47 1/2  
Nov., 1907, 47 1/2  
Dec., 1907, 47 1/2  
Jan., 1908, 47 1/2  
Feb., 1908, 47 1/2  
Mar., 1908, 47 1/2

OATS—  
May, 1907, 41 1/2  
July, 1907, 41 1/2  
Sept., 1907, 41 1/2  
Nov., 1907, 41 1/2  
Dec., 1907, 41 1/2  
Jan., 1908, 41 1/2  
Feb., 1908, 41 1/2  
Mar., 1908, 41 1/2

MEAT—  
May, 1907, 16 1/2  
July, 1907, 16 1/2  
Sept., 1907, 16 1/2  
Nov., 1907, 16 1/2  
Dec., 1907, 16 1/2  
Jan., 1908, 16 1/2  
Feb., 1908, 16 1/2  
Mar., 1908, 16 1/2

BAKED—  
May, 1907, 8 1/2  
July, 1907, 8 1/2  
Sept., 1907, 8 1/2  
Nov., 1907, 8 1/2  
Dec., 1907, 8 1/2  
Jan., 1908, 8 1/2  
Feb., 1908, 8 1/2  
Mar., 1908, 8 1/2

BEANS—  
May, 1907, 12 1/2  
July, 1907, 12 1/2  
Sept., 1907, 12 1/2  
Nov., 1907, 12 1/2  
Dec., 1907, 12 1/2  
Jan., 1908, 12 1/2  
Feb., 1908, 12 1/2  
Mar., 1908, 12 1/2

PEAS—  
May, 1907, 11 1/2  
July, 1907, 11 1/2  
Sept., 1907, 11 1/2  
Nov., 1907, 11 1/2  
Dec., 1907, 11 1/2  
Jan., 1908, 11 1/2  
Feb., 1908, 11 1/2  
Mar., 1908, 11 1/2

## OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By Thomas Branch & Co., Bankers and Brokers.

100 Atlantic Coast Line, com.	101	101 1/2	101	101 1/2	1,000 National Pacific	73 1/2	74 1/2	73
100 American Southern, com.	101	101 1/2	101	101 1/2	200 National Ref.	90 1/2	91 1/2	90
100 American Sugar, com.	101	101 1/2	101	101 1/2	100 Norfolk & Western	70 1/2	71 1/2	70
100 American Tobacco, com.	101	101 1/2	101	101 1/2	400 Norfolk and Western	70 1/2	71 1/2	70
100 Amer. Car. and Foundry, com.	101	101 1/2	101	101 1/2	100 N. Y. C. and Western	38	38 1/2	38
100 Amer. Car. and Foundry, pfd.	101	101 1/2	101	101 1/2	100 N. Y. C. and Western	38	38 1/2	38
100 American Cotton Oil, com.	101	101 1/2	101	101 1/2	100 N. Y. C. and Western	38	38 1/2	38
100 American Cotton Oil, pfd.	101	101 1/2	101	101 1/2	21,100 Pennsylvania Railroad	12 1/2	12 1/2	12 1/2
100 American Locomotive, com.	101	101 1/2	101	101 1/2	40 People's Gas (Chicago)	91 1/2	92 1/2	91
100 American Locomotive, pfd.	101	101 1/2	101	101 1/2	100 Pressed Steel Car	55	55 1/2	55
100 American Locomotive, 2d pfd.	101	101 1/2	101	101 1/2	100 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 3d pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 4th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 5th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 6th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 7th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 8th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 9th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 10th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 11th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 12th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 13th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 14th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 15th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 16th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 17th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 18th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 19th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 20th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 21st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 22nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 23rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 24th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 25th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 26th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 27th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 28th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 29th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 30th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 31st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 32nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 33rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 34th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 35th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 36th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 37th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 38th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 39th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 40th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 41st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 42nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 43rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 44th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 45th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 46th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 47th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 48th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 49th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 50th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 51st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 52nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 53rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 54th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 55th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 56th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 57th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 58th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 59th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 60th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 61st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 62nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 63rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 64th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 65th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 66th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 67th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 68th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 69th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 70th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 71st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 72nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 73rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 74th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 75th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 76th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 77th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 78th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 79th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 80th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 81st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 82nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 83rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 84th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 85th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 86th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 87th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 88th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 89th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 90th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 91st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 92nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 93rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 94th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 95th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 96th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 97th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 98th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 99th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 100th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 101st pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 102nd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 103rd pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 104th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 105th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 106th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 107th pfd.	101	101 1/2	101	101 1/2	200 Reading, 1st pfd.	48 1/2	49 1/2	48
100 American Locomotive, 108th pfd.	101	101 1/2	101					